

## TRUCK AND TRUCKING



Pacific Intermountain Express

**Truckloads of Cargo** await final delivery in a terminal. Large highway trucks leave products brought in from other cities, and pick up loads left at the terminal by city trucks.

**TRUCK AND TRUCKING.** A truck is a vehicle that is used to carry goods. Trucks carry part of almost everything we eat, wear, or use. They deliver our milk and take away our garbage. They carry fire-fighting equipment and tools to repair communication and electric power lines. They clean streets in summer and clear them of snow in winter. The British call a truck a *lorry*.

### Kinds of Trucks

There are about 28 million trucks in use in the United States. Most of these are light trucks used by farms and stores to carry loads of  $1\frac{1}{2}$  short tons (1.4 metric tons) or less. Light trucks usually have gasoline engines.

Thousands of special kinds of trucks are manufactured by more than 650 companies in the United States. One large manufacturer offers customers more than 400 truck designs, and builds 12 different engines for various models. Heavy trucks may have six or more driving wheels, and they may have up to 20 forward driving speeds and four reverse speeds. They may be powered with diesel, gas, or gasoline engines. Many truck users buy a truck *chassis* (frame), and then build their own special body on it.

There are many kinds of specialized trucks which perform unusual services. A *bookmobile* is a truck containing library books that serve areas without libraries. Special trucks carry dental clinics, grocery stores, art collections, recreational facilities, and X-ray laboratories. Red Cross trucks collect blood donations. The armed forces use trucks for recruiting.

**Off-the-Highway Trucks** are used on construction jobs, and in mines, quarries, lumber camps, or industrial plants. They may haul large loads of dirt, lumber, ore, coal, or other freight. These trucks may carry loads of more than 200 short tons (180 metric tons) over rough country where there are no roads. Or they may be small electric-powered trucks used inside a factory to carry loads from one department to another.

**Highway Trucks** are used on roads and streets. The three most popular types are (1) *panel*, a small fully enclosed truck, such as many grocery stores use for

delivery; (2) *pickup*, with an enclosed cab for the driver and an open-topped metal box over the rear wheels; and (3) *tractor and semitrailer*, with a cab and engine that is the pulling unit, and a cargo-carrying semitrailer that has rear wheels but rests its front end on the tractor.

Other basic trucks designed for highway use include: **Tractor and Trailer**, with a cab and engine that is the pulling unit, and a trailer that is a separate unit, to carry the load.

**Platform** has an enclosed cab and a flat bed over the rear wheels. The platform may have brackets around its edge so stakes can be inserted to help hold the load. It is also called a *flat-bed* or *stake* truck.

**Dump Truck**, designed so the bed can be tilted for easy unloading of such cargo as construction materials.

**Van**, which carries furniture or similar bulky loads that must be sheltered from the weather.

**Reefer**, a refrigerated van for carrying perishable food.

**Tank Truck**, for carrying liquids such as gasoline. Milk tank trucks may be lined with glass.

**Multistop Truck**, arranged so the driver can stand at the wheel and get in and out easily, for door-to-door deliveries.

**Bottler**, with racks to carry cases of bottled goods.

### How Trucks Are Used in Everyday Life

**On Farms.** About four-fifths of all farms in the United States have trucks. On most other farms a passenger automobile does double duty as a car and a truck.

Trucks enable farmers to bring their products to market quickly and cheaply. Before the invention of the automobile, it was an all-day trip for farmers to get to town and back, even if they lived only 12 miles (19 kilometers) away. A farmer who had livestock to sell had to walk it along the road, sometimes traveling for a day or two. By the time the cattle, hogs, or sheep reached the city market or railroad loading chute, they had lost weight. They brought less money than they would have on the farm. The modern farmer trucks the livestock to market, and they lose little weight. A farmer can raise

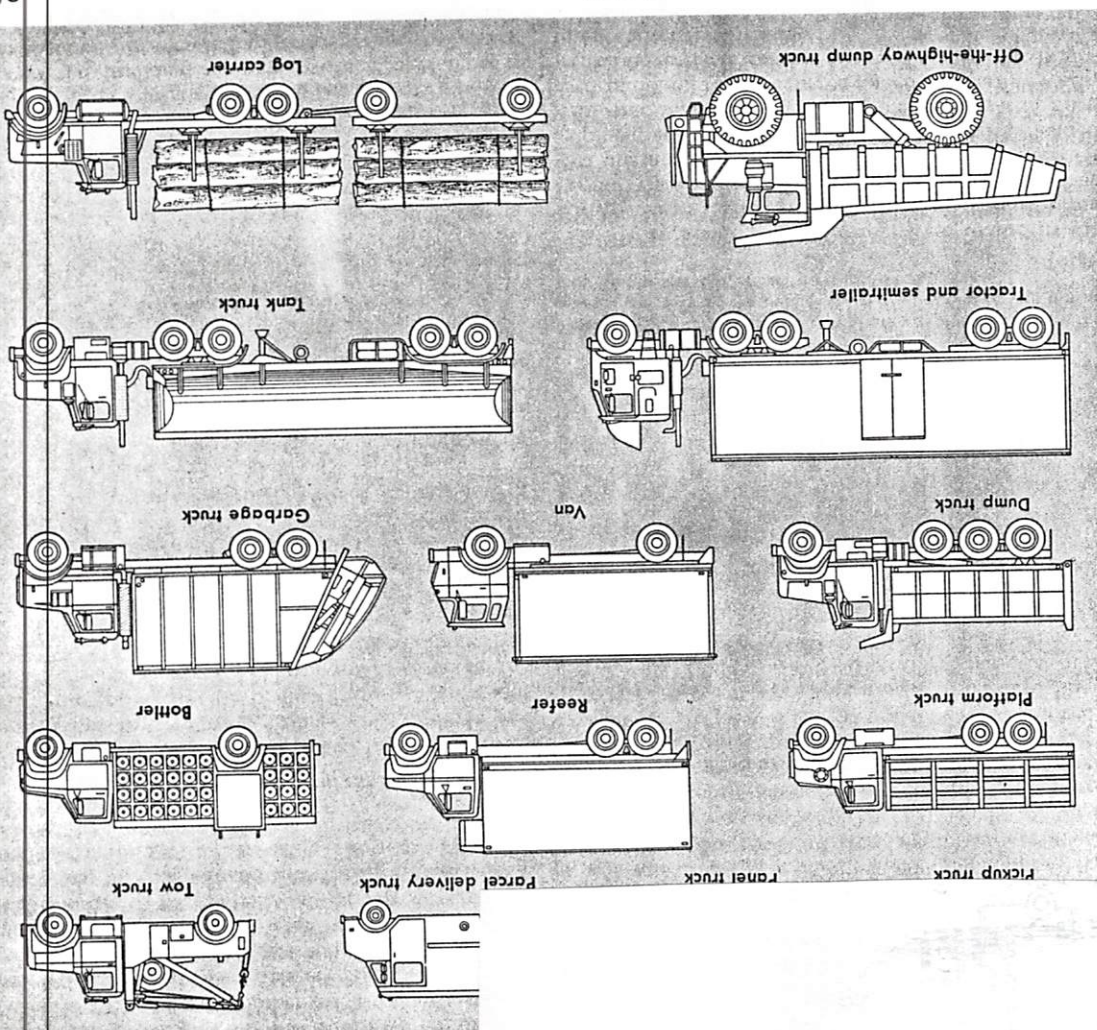


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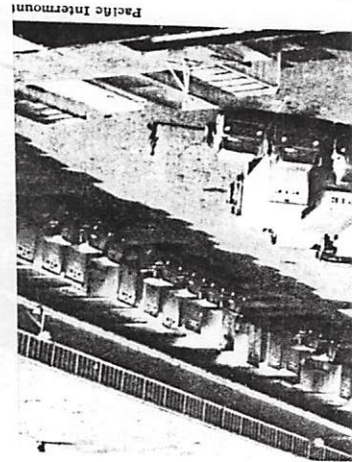
ment-store purchases. By means of truck delivery, persons who live 100 miles (160 kilometers) or more from a city can receive that city's newspaper breakfast on the morning it is published. have come to depend on trucks for certain special kinds of hauling. For example, moving van almost all household goods. This is because furniture can be hauled safely in vans without being crated. he load can travel the entire distance without 3 to be shifted to another vehicle. cks make it possible for us to eat more kinds of full foods. Because of trucks, the people in the states can now enjoy fresh fruits and vegetables at round. Some of these crops are hauled long distances by trucks. Others are trucked to the nearest freight station, loaded into refrigerated car- tion and carried to stores.

orm specialized work. They range from small pickup ge log carriers with tremendous hauling power.

WORLD BOOK Illustrations by Robert Ke-



Types of Trucks  
 1/2 ton long & short  
 1 1/2 ton  
 3 ton  
 5 ton  
 Semi  
 Tractor



Pacific International

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**By Governments.** There are more than 1 million trucks of many different kinds used by city, state, and federal governments. Cities use trucks for fire and police work. Trucks also do other tasks, such as sweeping streets, removing snow, and collecting garbage. State governments use trucks for hauling materials needed in forestry and soil conservation, and for keeping highways in good condition. In the federal government, the biggest users of trucks are the Postal Service and the armed forces.

### The Trucking Industry

Trucks have given the United States the fastest and most flexible transportation system in the world. Huge intercity trucks haul goods in door-to-door service. They pick up goods and deliver them without reloading. Trucks also work in combination with railroads, waterways, and airlines to give the shipper the fastest, safest, and cheapest transportation available. Generally, the railroads transport goods over longer distances, but trucks carry more goods over shorter distances. Sometimes a truck trailer of goods is loaded on a railroad flatcar and carried *piggy-back* to a railroad terminal far away. At the terminal, another truck tractor takes the trailer of goods to its local delivery point.

About 770,000 trucks are owned by companies that haul goods for other people. These are known as *for-hire* trucks. Some of these trucks are *contract carriers*. This means that they have made agreements to haul certain goods for certain customers only. The rest are *common carriers*. See COMMON CARRIER.

### Leading Trucking Companies

United Parcel Service of America, Inc. (UPS), with headquarters in Greenwich, Conn., ranks as the largest trucking company in the United States. It has about 48,000 units of equipment. The company serves all the states. UPS has a gross operating revenue of more than \$1,700,000,000 a year.

Consolidated Freightways, Inc., which has headquarters in San Francisco, ranks as the second largest trucking company in the United States. Consolidated Freightways, Inc., has about 20,000 units of equipment and a gross operating revenue of about \$870,600,000 a year.

Other leading U.S. trucking companies include Roadway Express, Inc.; Yellow Freight System, Inc.; McLean Trucking Co.; Allied Van Lines, Inc.; National City Lines, Inc.; Spector Industries, Inc.; and RLC Corporation.

### Government Regulation

The trucking industry has to obey regulations made by state governments and the federal government. Beginning in the 1930's, many states tried to raise additional money for highway construction by taxing trucks heavily. Some states actually tried to discourage out-of-state trucks from operating within their borders, in the hope of keeping all the available business within their own state. Such regulations have been a severe handicap to the trucking companies which operate over several states. Another difficulty comes from the varying requirements of different states concerning the sizes and

weights of trucks, and the arrangement of their lights. Many of these regulations were standardized during World War II (1939-1945), to help keep truck freight moving.

Contract carriers and common carriers which operate in more than one state are subject to regulations of the Interstate Commerce Commission (ICC), a federal agency. They are required to obtain from the ICC a permit to operate. They must also conform to certain safety regulations concerning lights, brakes, and the number of hours which a driver can drive without rest. In addition, common carriers are required to obtain approval from the ICC for the rates they charge the public for their services.

Sometimes United States truckers pass through another country on their way to a destination within the United States. For example, they may drive through Ontario, Canada, which is the shortest distance between Detroit, Mich., and northern New York state. In such cases, the truckers must conform to the other country's regulations. A committee appointed by the United Nations is working out uniform regulations as to truck sizes, loads, and weights in European countries.

### Development of Trucking

There were 700 trucks in use in the United States in 1904. They were poorly designed and usually weighed more than the load they carried. Their solid-rubber tires and crude springs made traveling over the poor roads of that day a rough ride for both driver and cargo. A truck could gradually shake itself to pieces. But even these early trucks were speedier and more economical than horse-drawn vehicles, and their use grew rapidly. As a result of the development of air-filled tires, trucks were able to carry much heavier loads and move them at much higher speeds.



U.S. Postal Service

The Postal Service began using trucks as early as 1899. The government assured the public: "Each is equipped so that a mule may be hitched to it, should it refuse to run."

By 1918, about 250,000 trucks were in use in the United States. They had proved their value during World War I, when railroads were unable to move the vast quantities of war supplies to Atlantic seaports for shipment to the front, and convoys of trucks loaded with war materials began rumbling eastward. They used rambling routes which avoided too-narrow roads, weak bridges, and low overpasses. This was the beginning of intercity trucking.

JOHN V. LAWRENCE

See also AUTOMOBILE with its list of Related Articles.

# Truckers will ask states to lift bans

Associated Press

11-24-90

WASHINGTON — The trucking industry, in an effort to save billions of dollars, will bypass a major showdown in Congress next year over longer and heavier trucks and will attempt to shift the battle to the states, the industry's spokesman said.

Thomas Donohue, president of the American Trucking Associations, said in an interview that he will not ask Congress next year to allow double- and triple-trailer combinations nationwide. Instead, he said he will ask Congress to allow the states to establish special-permit programs that would let trucks exceed federal weight and length restrictions over specific routes, with safety restrictions and extra fees to pay for any excess road and bridge wear.

The stakes are huge, and the industry's need for cost-cutting has never been greater. With fuel prices rising and a soft economy slowing growth, truckers say they need the estimated \$4 billion in savings from a nationwide network of big-truck routes. Truckers have an annual revenue of \$239 billion and employ 7.4 million

people in hauling 40 percent of U.S. freight tonnage.

But they face a reluctant public, with polls consistently recording fear of bigger trucks and two groups that are more than willing to exploit that fear: the railroad industry and a coalition of consumer and environmental groups called CRASH — Citizens for Reliable And Safe Highways.

Donohue acknowledged that he would have a difficult time persuading Congress to pre-empt states that do not want longer combination vehicles (LCVs), but would find many state legislatures willing to work with local truckers to establish special-permit programs.

"I'll get a bunch of states willing to do it before I'd get a national bill pushed down the throats of the states in this administration," Donohue said.

Railroads and CRASH have mounted a nationwide campaign against the trucking industry in preparation for next year's reauthorization of federal highway programs. The railroads say a nationwide big-truck bill would divert traffic off railroads, while CRASH argues that big trucks are unsafe.



# LESLIE LOWE ASHTON



Leslie Lowe Ashton was born April 15, 1904, in Vernal, Utah, the son of Leslie and Eva Allen Ashton, early settlers of the Uinta Basin. Lowe spent his early years in Vernal, graduating from Wilcox Academy after which he spent a year in southern California attending UCLA, returning to Utah and entering the University of Utah for three years. In his early twenties Lowe was active in Masonic work, joining Basin Lodge No. 20 in Myton, Utah; later the Knight Templars in Price, Utah. After moving to Heber in 1933 he joined the Malta Commandery No. 3 in Park City. He then became a Shriner, affiliating with the El Kalah Temple in Salt Lake City. He married Alyce Hansen of Mt. Pleasant, Utah, on May 13, 1929, and to them were born three children: Leslie Lowe Jr., Homer H. and Merry Alyce. Lowe's early business career started in Duchesne, Utah, in March 1927, where he operated a dry goods store and a service station under the name of Ashton's, owned by himself and two brothers, C. L. Ashton of Roosevelt and Rae Ashton of Vernal. The first business operation in Heber occurred in 1930, when Ashton's sent Mel Poulson of Duchesne to Heber to manage the Shell Oil petroleum plant. In February of 1933 Lowe closed the dry goods store in Duchesne, and came to Heber in order to be closer to a railhead to supplement the businesses in Roosevelt and Vernal. In Heber with his brothers Rae and Clair the Bonneville Lumber Company was purchased which became known as Ashton's. The building was moved back from the street, a service station added, and with a complete stock of lumber and hardware and automotive supplies they began business as Ash-

ton's. In 1942 fire destroyed the store, station and most of the yard and Lowe was very seriously burned. Because of the war they were unable to rebuild completely so a small station and sheds were constructed and the building across the street which used to house Jeff's Hotel at 105 North Main was purchased. The hardware store remains at this location to this date. After the war the old tithing office building was purchased, torn down and a modern service station erected. The Aloma Motel and the lumber yard were constructed on the original business site. In 1943 the partnership with his brothers was dissolved so each could concentrate on the localities where they lived. Lowe retained business property in Vernal, Duchesne and Roosevelt to continue as a part of the petroleum division he had established. He operated a fleet of trucks to service these points for many years. Lowe Ashton was noted as an extremely energetic and hard working man. He spent long hours to establish his business on a sound basis. Lowe was prominent in the development of the community and civil life of the area from his arrival in Heber. He was an enthusiastic booster of the beauties of Heber Valley. He was a long time member of the Lions Club serving one term as president. He was one of the charter members of the Wasatch Chamber of Commerce, serving on the board of directors for several years. He was also a founder of the Wasatch Summit Knife and Fork Club, serving as its president and secretary for several terms. He served a term as head of the Draft Board during the early years of World War II. He also served a term under Governor J. Bracken Lee during 1953 and 1954 on the committee established by the governor to study the school and education problems of the State of Utah. In his state-wide activities as a business and civic leader, his membership in associations was outstanding for its scope and leadership. He was elected president of the Hi-Way 40 Clubs of Utah in 1940 and served this organization faithfully for many years, attempting to better the tourist and travel industries in Utah. He was a member of the Intermountain Lumber Dealers Assn for many years, serving as president in 1941. He was also a member of the Intermountain Hardware and Implement Dealers Assn, serving on their board of directors for several years. At the time of his death, he was president of the association. In April 23,

1957, Lowe Ashton died in the LDS Hospital in Salt Lake City, the result of a short illness. Alyce, his wife, his two sons and daughter remain in Heber, actively managing the many businesses that Lowe Ashton had created during the 25 years he lived in Heber Valley.

*Trucked for  
Shell Oil Co*

Ray Belthors runs his  
own lumber trucking  
business out of Kansas,  
Utah

Ray Belthors